	CENTRAL INTELLIGENCE AGENCY"	REPORT	
*	INFORMATION REPORT	CD NO.	<u>-</u>
• POUNTOV	HCDD (Commander of the commander of the		
	USSR (Sverdlovsk Oblast)	DATE DISTR. 18	February 19
SUBJECT S	verd ovsk Commercial Airfield	NO OF PAGES 2	
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. , ,	t. The commercial airfield was about 12 km	east of Swardlowel	,-
< 1	(60-38 E/56-48 N), Sverdlovsk Oblast, 1.	5 km south of the	
		2 Km South of Otto	_
	ovendlovsk-Istok-Asbest (61030 E/5701 N)	road] .
(1	overdiovsk-Istok-Asbest (61°30'E/57°1'N) It was about 6.5 km from the FW Camp No	road] .
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3	overdiovsk-Istok-Asbest (61°30'E/57°1'N) It was about 6.5 km from the FW Camp No village of Istok. From July to October 1949 PWs built four	road 7314/3 in the three-story house	es,
3	Neerdlovsk-Istok-Asbest (61°30'E/57°1'N) It was about 6.5 km from the FW Camp No vilkage of Istok. From July to October 1949 PWs built four each 38 x 18 meters, west of the sirfiel south of the railroad line.	rosd 7314/3 in the three-story housed sparoach road] ::ss,
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*	Secret-control
	CENTRAL INTELLICENCE AGENCY
5。	There was intensive flying. A commercial plane took off or landed about every 15 minutes. each plane carried 24 passengers who were taken from and to Sverdlovsk by bus.
	most of the passengers flew to oscow, Lolotov and Nizhni-Tagil.
	Comment:
	a. The reported location of the field agrees with previous reports. It is assumed that the field was considerably improved after the war and that it has been used as a commercial and military airfield. in addition to bombers, fighters were also stationed there. glace stationed there since the Spring of 1949.
	b. The statements on the runways and taxiways are at variance. However, it may be assumed that the field is provided with greatly improved taxiways and runways thus making it serviceable for intensive flying and the parking of novel aircraft.

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